

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

SECRET/CONTROL - U.S. OFFICIALS ONLY

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

COUNTRY	East Germany	REPORT	25X1
SUBJECT	Cottbus Airfield	DATE DISTR.	21 July 1954
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Aircraft Count:

25X1

- 20 April: 2 U-MIG-15's at take-off point.
- 20 April: 10 YAK-11/18's parked in front of hangars.
- 22 April: 1 U-MIG-15
- 22 April: 6 YAK-11/18's parked in front of hangars.
- 24 April: 6 YAK-11/18's at take-off point.
- 24 April: 1 PO-2.
- 26 April: 6 YAK-11/18's at take-off point.
- 28 April: 3 U-MIG-15's at take-off point.

2. Flying Activity:

- 20 April: At 11:30 a.m. there were 2 MIG-15's at the take-off point, together with 4 radio vans, 2 trucks, 3 tank trucks, 1 jeep and 1 ambulance. One U-MIG-15 took off, flew a circuit and landed after about seven minutes. The second U-MIG-15 then took off. The first aircraft taxied back across the taxi track, was refueled, and the pilot changed. When the U-MIG-15's were flying, the first three flights were made with an SAF pilot at the controls and an Aeroclub pilot in the second seat. Explanations were given over the intercom. In further flights, the Aeroclub pilot sat at the controls with the SAF pilot in the second seat.

25 YEAR RE-REVIEW

SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	ARMY	X	NAVY	X	AIR	Ev	X	FBI		AEC						
-------	------	---	------	---	-----	----	---	-----	--	-----	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -

- 22 April: At 12:30 p.m., 1 U-MIG-15 and an unknown number of YAK-11/18's were parked in front of the hangars. There was no flying in progress.
- 24 April: At 10:15 a.m., 6 YAK-11/18's (red spinners) stood at the take-off point, together with 2 radio vans, 1 ambulance, 1 tank truck and 1 other truck. Flights were carried out by the YAK-11/18's at an altitude of about 1,000 meters and lasted 30 minutes.
- At 10:40 a.m. a PO-2 took off.
- At 10:55 a.m. a PO-2 landed.
- 26 April: At 3:15 p.m., 3 YAK-11/18's (red spinners) and 3 YAK-11/18's (yellow spinners) stood at the take-off point, together with vehicles as on 24 April. Flights varied between 15 and 30 minutes. At 3:30 p.m., two YAK-11/18's took off together in 50-meter intervals. They landed after about 30 minutes: 1 aircraft landed while the other flew a small circuit and then came in to land.
- 28 April: Three U-MIG-15's stood at the take-off point. At both ends of the runway there were 2 radio vans, and near the aircraft were an ambulance, 3 tank trucks, a field kitchen, 2 Dodges and 1 jeep. Three U-MIG-15's made flights lasting about seven minutes and followed the procedure of 20 April.

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY